

	A	B	C	D	E	F
1	## North America Emission Control Area Fuel Oil Non-Availability Report					
2	## ECA0100					
3	## 1	2	3	4	5	6
4	##					
5	##(Include Double Pound for comments, not form fields)					
6	##Report Form ID	Ship Operator Name	Vessel Name	Flag Country	IMO ID Number	Date of ECA First Notice
7	ECA0100	MARILENA MORPHAKI	CAPE EGMONT	Marshall Island	9262819	12/11/2015

	G	H	I	J	K
1					
2					
3	7	8	9	10	11
4					
5					
6	Location of ECA First Notice	Name of Ports after First Notice	Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption	Name of Original Fuel Supplier with Disruption
7	ENROUTE FROM LAGOS TO SAN LORENZO	SAN LORENZO	SAN LORENZO	NA	NA

	L	M	N	O	P	Q
1						
2						
3	12	13	14	15	16	17
4						
5						
6	Number of Fuel Suppliers Contacted	Date of Entry in the ECA	Time of Entry in the ECA	Sulfur Content of Non-Compliant Fuel Oil	Projected Hours on Main Propulsion	Name of First POC
7	NA	28/12/2015	21:55 UTC	0.28%	13 hours	JACKSONVILLE

	R	S	T	U	V
1					
2					
3	18	19	20	21	22
4					
5					
6	Compliance Fuel Oil Available at First POC?	Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC	Name of Second POC	Compliant Fuel Oil at Second POC?
7	NA	NO	0 PILOTTOWN	YES	

	W	X	Y	Z
1				
2				
3	23	24	25	26
4				
5				
6	Plan to Bunker Compliance Fuel Oil at Second POC?	Number of Fuel Suppliers Contacted at the Second POC?	Date of Exit from ECA?	Time of Exit from ECA?
7	YES	1	9/1/2016	AM

	AA	AB	AC	AD	AE
1					
2					
3	27	28	29	30	31
4					
5					
6	Has this vessel operated in the ECA in previous 12 months?	Number of Separate Visits to the ECA	Number of Ports visited in the ECA	Previously submitted ECA0100 forms?	Number of Submitted Reports
7	NO	0	0 NO		0

	AF	AG	AH
1			
2			
3	32	33	34
4			
5			
6	Designated Corporate Official Name	Designated Corporate Official E-mail	Designated Corporate Official Phone Number
7	Stavros Mavratsas	S.Mavratsas@csmcy.com	00357 25843440

	AI	
1		
2		
3		35
4		
5		
6	Description of Actions to Achieve Compliance	
7	The vessel was calling US with 1st port of call being Jacksonville for discharging operations. On departure Jacksonville, the vsl estimated that it had enough LSMGO to reach the next loading port, New Orleans. However, due to adverse weather conditions of (i.e. BF 7 / Current speed: 1.30kts) the LSMGO consumption was higher than expected, resulting to the vsl running out of fuel a few hours before arrival at the first available bunkering port en route (i.e. Pilottown). Therefore, the vsl needs to change over to Fuel oil with sulphur content (0.28%) in order to reach Pilottown.	